

In the Claims:

Entry of the following amendments to place the claims into condition for allowance is respectfully requested:

1. (previously presented) Method for controlling an acoustic system in a vehicle, in which the interior is monitored by an interior sensing system, at least the position of an occupant's head in the interior is recognized by an object recognition system from the data supplied by the interior sensing system, a setting of the acoustic system that is optimized for the occupant is performed automatically by a control unit as a function of seat occupancy and the position of the occupant's head in the interior, and independent active sites with separate sound from independent sound sources are made available to different occupants at the same time, wherein active noise suppression is performed by the control unit so that the active site of the noise suppression follows an instantaneous position of the occupant's head, and sounds from the exterior of the vehicle can be piped in from the exterior by the control unit through the acoustic system of the vehicle into the interior of the vehicle as part of the active noise suppression.

2. (original) Method as claimed in Claim 1, wherein the optimized setting of the acoustic system is performed by the control unit as a function of the position of the head of at least one of a plurality of occupants.

3. (canceled)

4. (original) Method as claimed in Claim 2, wherein active noise suppression is performed by the control unit so that the active site of the noise suppression follows an instantaneous position of at least one of the heads of the plurality of occupants.

5. (previously presented) A method for controlling an acoustic system in a vehicle, comprising the steps of:

monitoring an interior of the vehicle with an interior sensing system;

recognizing at least a position of at least one interior occupant's head with an object recognition system using data supplied by the interior sensing system; and

optimizing a setting of the acoustic system automatically with a control unit as a function of interior occupancy and the position of the at least one occupant's head in the interior,

wherein independent active sites with separate sound from independent sound sources are made available to different occupants at the same time, and

wherein the control unit performs an active noise suppression such that an active site of the noise suppression follows an instantaneous position of the occupant's head, and sounds from the exterior of the vehicle can be piped in from the exterior by the control unit through the acoustic system of the vehicle into the interior of the vehicle as part of the active noise suppression.

6. (original) The method of Claim 5, wherein in the step of optimized the acoustic system setting is performed by the control unit as a function of the position of the head of at least one of a plurality of occupants.

7. (canceled)

8. (original) The method of Claim 6, wherein active noise suppression is performed by the control unit so that the active site of the noise suppression follows an instantaneous position of at least one of the heads of the plurality of occupants.

9. (previously presented) Method as claimed in Claim 1, wherein the sounds from the exterior of the vehicle piped in from the exterior are introduced into the interior of the vehicle through at least one speaker of the acoustic system of the vehicle.

10. (currently amended) Method as claimed in Claim 5 [[1]], wherein the sounds from the exterior of the vehicle piped in from the exterior are introduced into the interior of the vehicle through at least one speaker of the acoustic system of the vehicle.